

## 7. Early coordination with Agencies.

### a. Intra-Agency Coordination

#### i) Bureau of Aeronautics

☒ No - Coordination is not required. Project is not located within 2 miles (3.22 kilometers) of a public or military use airport nor would the project change the horizontal or vertical alignment of a transportation facility located within 6.44 kilometers (4 miles) of a public use or military airport.

☐ Yes - Coordination has been completed and project effects have been addressed. Explain:

ii) District Office Real Estate Section

☐ No - Coordination is not required because no inhabited houses or active businesses will be acquired.

☒ Yes - Coordination has been completed. Project effects and relocation assistance have been addressed. Conceptual Stage Relocation Plan attached as [\(Exhibit 14\)](#).

### b. Interagency Coordination

STATE AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS (Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed)
Department of Natural Resources (DNR)	Y	There were two primary concerns identified. The first deals with the annual spawning of Lake Sturgeon in the Fox River below the dam in De Pere – no work is to cause in-stream disturbance from April 7 <sup>th</sup> to June 16 <sup>th</sup> . The second deals with minimizing the disturbance of in-stream sediments, which are potentially contaminated. The concern regarding in-stream sediments is primarily with any structure constructed south (upstream) of the dam, since that is the location of the contaminated sediments. The area below the dam is a high flow velocity area due to discharge through the gates and spillways. The river bottom is characterized as very rocky with numerous large boulders. The sampling, to characterize river sediments where the piers for the bridge will be placed, has been completed. Final sediment testing has been completed <a href="#">(Exhibit 32)</a> . <a href="#">(WisDNR Correspondence)</a> <a href="#">(Appendix L)</a> and <a href="#">(Sediment Investigation and Conceptual Plan for Sediment Management During Construction – June 2003)</a> <a href="#">(Appendix V)</a>
Agriculture (DATCP)	N	No agricultural land is located near the project.
Wisconsin Historical Society (WHS)	Y	Federal Highway Administration (FHWA), Wisconsin State Historic Preservation Office (SHPO), and the Advisory Council on Historic Preservation (ACHP) have adopted a programmatic agreement (PA) for bascule bridges in Wisconsin. The Claude Allouez Bridge has been determined not eligible for listing on the National Register of Historic Places.  There are eight historic districts/properties that have been identified as eligible on both sides of the Fox River within the Area of Potential Effect (APE) for the project.  The existing bridge crosses over the De Pere Lock and Dam Historic District. Total impact to the District is dependent on the final alternative selected. Controlled demolition and

		<p>removal of the existing bridge should have no impacts on the district.</p> <p>The U.S. Army Corp of Engineers is aware of the project and has commented on the impact of the project on the Historic District (<a href="#">Exhibit 33</a>).</p> <p>Phase I and Phase II Archaeological Investigations were completed. It was determined that no potentially eligible sites were identified within the project area. The State Historic Preservation Office has concurred with the findings. (<a href="#">Phase I and II Archaeological Investigation (Exhibit 34 and Appendix AB)</a>)</p> <p>An "Intensive Architectural/Historical Survey" was completed by the City of De Pere in October 2001 (<a href="#">City of De Pere, Intensive Survey Report – October 2001</a>)(<a href="#">Appendix M</a>).</p> <p>The survey identified six buildings and two districts considered potentially eligible and are within the APE. Determination of Eligibility documentation for the 8 properties was completed. It was determined that all 8 properties meet the criteria for the National Register of Historic Places.</p> <p>Section 106 review documents have been submitted and have been reviewed and concurred with by the State Historic Preservation Office. (<a href="#">Exhibit 35</a>) (<a href="#">Historical Resource Investigation/DOE'S</a>)(<a href="#">Appendix N</a>)</p> <p>Once the preferred project alternative has been selected, project effects will be documented and consultation will begin.</p>
<b>Others:</b> <b>Wisconsin Coastal Management Program-WCMP</b>	Y	<p>WCMP waives its federal consistency authority to the DNR. (<a href="#">Exhibit 15</a>)</p>
<b>FEDERAL AGENCY</b>		
<b>Corps of Engineers (COE)</b>	Y	<p>Preliminary contacts have been made with the Corp of Engineers at both the St. Paul (Green Bay) and Detroit District (Kewaunee) offices. Permits will be applied for when the final alternative has been selected. Discussions continue with the Detroit District on the impacts of any new structure on the Corp-owned dam facility. (<a href="#">Exhibit 16</a>)</p>
<b>Natural Resource Conservation Service (NRCS)</b>	N	<p>The project is located within an urban area. There will not be any impacts to any natural resources, such as wildlife habitats, woodlands, or other natural areas.</p>
<b>Fish &amp; Wildlife Service (F&amp;WS)</b>	Y	<p>U.S. Fish &amp; Wildlife was contacted. No Federal endangered or threatened species will be impacted. (<a href="#">Exhibit 17</a>)</p>
<b>Advisory Council on Historic Preservation (ACHP)</b>	N	<p>Until an alternative is selected and its potential impacts are determined, there has been no need to contact ACHP. If it is determined that the preferred alternative has an adverse effect on a historic property, ACHP will be invited to consult.</p>
<b>Others: U.S. Coast Guard</b>	Y	<p>The U.S. Coast Guard has been contacted. The U.S. Coast Guard requires navigational lighting. The determination for navigation clearances will be determined locally. (<a href="#">Exhibit</a></p>

		<a href="#"><u>18)</u></a>
<b>Brown County Planning Commission</b>	Y	Brown County Planning Commission staff has been and continue to be actively involved in the planning efforts for this project.
<b>Native American Groups</b>	Y	Notification letters were sent to Native American Groups with interests in the State of Wisconsin. Two Tribes, Forest County Potawatomi Community and the Menominee Indian Tribe of Wisconsin, will be consulting parties ( <a href="#"><u>Exhibit 36)</u></a> . <a href="#"><u>(Native American Group Correspondence (Appendix O))</u></a>
<b>Rails to Trails Program WDNR</b>	Y	The proposed bridge will cross over an abandoned railroad corridor. The railroad right-of-way has been converted to a recreational trail under the "Rails to Trails" program. Contact was made by telephone to discuss special requirements for crossing over the trail. Minimum vertical clearance requirements of 12 feet will be met. An easement to cross over the trail will need to be obtained from Wisconsin Department of Natural Resources. ( <a href="#"><u>Exhibit 19)</u></a> )
<b>Wisconsin Central Railroad Ltd.</b>	Y	Contact was made by telephone to discuss the clearance requirements over the recreation trail. While the current design criteria is 23 feet, the railroad has indicated that 21 feet may be acceptable on this crossing. Minimum horizontal clearance is 9 feet, centerline of rail to face of pier/abutment. Additional communication, with the railroad company, will be necessary after the final alternative is selected. ( <a href="#"><u>Exhibit 20)</u></a>
<b>Local Boating Individual/ Groups</b>	Y	All build alternatives propose to eliminate the bascule bridge and replace it with a fixed span bridge. Contacts were made to receive comments on the proposed 23-foot clearance standard at this bridge. ( <a href="#"><u>Exhibit 21)</u></a> The owner of a local tour boat called The Foxy Lady raised concerns. After additional discussion, owner was satisfied with clearances. Proposed final clearances will be in the 24 to 25 foot range.